

**Amendments to the Specification:**

Please replace paragraph [0007] with the following amended paragraph:

[0007] This aspect may ~~[[e]]~~ be attained in that the fuel cell is thermally coupled to the internal combustion engine. In particular, the design involves a thermal coupling of the internal combustion engine, in other words the internal combustion engine of the vehicle, and the fuel cell. In accordance with one design, the thermal coupling is achieved in that the fuel cell is positioned on the engine block of the internal combustion engine, or is at least partially integrated into the engine block.

Please replace paragraph [0015] with the following amended paragraph:

[0015] With the design of the present invention shown in Fig. 1, a high-temperature fuel cell 10 is embedded within an insulating unit 12 and forms the so-called APU (Auxiliary Power Unit). This APU is embedded in a recess in the engine block 14, which is only schematically indicated here. In addition, the insulation on the side of the fuel cell 10 which faces the engine block 14 is less pronounced, as a result of the generation of a solid-state thermal conduction, than the insulation on the other side of the fuel cell, for example the side that faces away from the engine block.

Please replace paragraph [0019] with the following amended paragraph:

**[0019]** The heat accumulator [[3]] is provided, which is connected to, or can be connected to the fuel cell, and can be supplied with thermal energy from the fuel cell, and can be coupled with the internal combustion engine, in order to supply its heat to the internal combustion engine. The thermal coupling can be implemented via a fluid circuit 4 as shown in Fig. 2. The fluid circuit can be thermally coupled with both the fuel cell and the engine. The fluid circuit can further be integrated or combined with the cooling circuit 5 of the engine.